

LONG ISLAND FORUM



"T.R." and Staff at Camp Wikoff, Montauk, in 1898

Hal B. Fullerton Photo

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PAUL BAILEY, *Publisher-Editor*

Contributing Editors: Dr. John C.

Huden, Julian Denton Smith,

Roy E. Lott, Chester G. Osborne.

Hempstead Was "Old Blue"

I especially enjoyed the August Forum with the picture of Hempstead in 1835 and the item concerning the Duke's Laws. My seven times great-grandfather, Richard Cornell, was one of the two delegates from Flushing attending the Hempstead Assembly in 1665. He bought the Rockaway peninsular in 1687 and in 1690 built his home- stead—the first residence in Far Rockaway. The house was razed in 1833 to make room for the Marine Pavilion.

His son William, my ancestor, was one of the Hempstead men who met and drew up a petition to King George for a grant of land for St. George's Church, and his name appears on the Royal Charter granted by King George in 1735.

The Duke's Laws enacted at the Hempstead Assembly in 1665 contained many severe "blue law" restrictions, so rigorously enforced that Hempstead was called "Old Blue". However, as the name came down through the years, the term became one of affection.

As a little girl I would often go to the village with my father on a sunny Saturday morning to shop. He and his friends would greet each other and I can still hear my father say, "Good morning, 'Old Blue' looks beautiful today".

Margaret Fox O'Connor, Hempstead

Oregonian Blizzardaire

I was particularly interested in the article, "Snowbound in 1888" in the May Forum by R. S. Abrams of Blue Point. I was six years old at that time and can remember the deep snow at Rockville Centre where I then lived. I left Long Island and came west over 50 years ago, but still feel I am a Long Islander as so many of my forebears were, dating back to 1651. I enjoy the Forum.

C. H. Abrams, 1116 S. E. Nehalem, Portland, Oregon.

Give us more about the oldtime ships and sailors. Harry H. Ferris, Massapequa.



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Coastal Shipping in the 1830's

OFF Long Island's southern shore, the bays between the land and the barrier beaches echo now with the roar of power boats, the drone of outboards, and the shouts of water skiers and bathers. But in olden times, the bays were waterways which supported the traffic and commerce between the island, Brooklyn, and New York; small sailing vessels moved in near-silence along the deep channels which ran roughly parallel to the wooded shores, with the only sounds the occasional flap of canvas and the creak of rigging.

One such vessel was the sloop *Indiana*, built for "Point Billy", William Smith of Smith's Point in Brookhaven Town; she was named in memory of "Indiana Smith", Point Billy's son William who had died in Indiana at the beginning of a promising career in law and politics.

Many of the papers of the *Indiana* were found in the Museum at the Manor of St. George where Point Billy lived. One paper has the specifications for the *Indiana*, and we will quote some of it for its interesting nautical lore; it is an agreement which Point Billy made with the builder, on December 31, 1832.

"Hiram Post & Co. (Billy spelled it "Hiram") agrees to build complete and finish on or before the 1st of July next in a good and workmanlike manner a sloop of forty-five tons, to be 45 ft. keel, 19 ft. beam & five feet hole (hold), the top to be locust, the sails to consist of a Mainsail & jib made of Holland duck, the rigging of the best quality, with suitable anchors & chain cables, a suitable yawl & a convenience & stove in the Cabin; the Cabin to be finished in a plain decent manner with white pine; and (the sloop) to be modelled so as to draw about five feet of water.

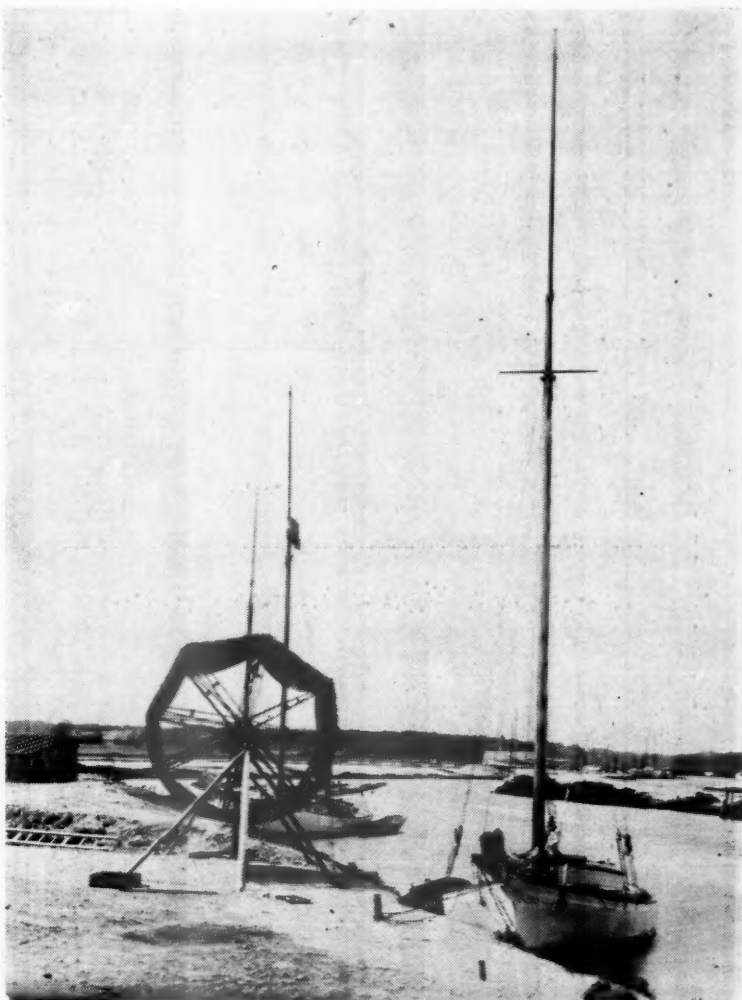
"In consideration of which the said William Smith agrees to pay unto the said Hiram Post & Co. two thousand six hundred dollars in three different payments: one-third when the keel is laid, one-third when the sloop is half done & the other third when she is

Chester G. Osborne

completed and delivered afloat at Bell-ville dock to the aforesaid William Smith.

"And it is further mutually agreed that Capt. Barnabas Rider and Mr. Coleman Worth may supervise the building of said sloop & determine whether she is built according to the true intent & meaning of this agreement." Billy, "Hiram" Post & Co., and Billy's daughter Lydia, later the wife of N. Y. Congressman David Floyd, were witnesses.

The *Indiana* was delivered just about on time, Capt. Rider was put in charge, and she left for New York with the first of many loads of wood cut from the immense Manor forests. The bills are still in existence, hundreds of them, written on paper as hard and thick as parchment; Billy rolled them as small as a cigarette, bunched them together and tied them with thread so tightly that the first batch to be untied for sorting sprang out of hand and flew all over the Manor attic; nevertheless it is fortunate that Billy and his



South Shore Sloop of the 1890's

descendants saved everything because those scraps are loaded with lore of early Long Island.

Woodcutting seems to have begun as the weather broke in March; the first shipments, oak and pine, were dispatched in the first week of April. Bill No. 1 for 1837 shows 28 "loads" of 16 foot lengths, 45 of 15, 1½ of 12, which brought a gross price of \$142.62. By "load" Billy may have meant the old English wagon-load measure of 40 cubic feet; the Indiana's five-foot hold would have held most of the 74½ loads with the rest tied to the deck, but a "load" measured as a cord of 128 cubic feet, or even as half a cord, could not have been carried without the assistance of a lighter or barge.

Two spars at \$1.00 each, light-erage for \$2.25, wharfage for \$1.50, and other expenses en route brought business deductions to about \$37.00. Inspection cost \$2.25 more. Some kind of sharing is visible in the bill's figures; Billy's net on the first trip was \$79.92. The bill is quoted in detail because it is typical; No. 2 which followed took place on April 18, the third trip on April 24, and others came at similar intervals, one every six to fourteen days.

A clue to the sloop's color comes from the words "yellow oaker" in Joseph Hawkins' bill of later date, "\$12.13½ labor for me and the buoy, tar, lampblack, yellow oaker (ochre) and varnish".

Captain Rider didn't receive much of a salary, if this line in an 1835 account book applies to his marine duty: "January 8 Day 1835, Barnabas Rider began to work for me William Smith at 100 dollars a year". Point Billy, with a good eye for business, soon after turned around and sold Rider some of the fishing rights at the Manor and so got a part of the hundred dollars back. Later, Billy employed John Petty and E. Hulse as captains.

Other bills show the Indiana still in service in 1849; we saw no further mention of the yawl, the sloop's small boat; we might add that the name "yawl" is listed in the dictionary as having the same derivation as "jolly boat". In Danish, it was a "jol"; perhaps the Scandinavian boatmen had trouble with the "j" and pronounced it

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HISTORY-conscious Long Islanders should not allow the fame of the East End's Hamptons, Sag Harbor and Southold to cloud their recognition of the rewarding array of well-preserved citadels of bygone ages to be found in the western portion of their time-honored homeland.

Eastern Suffolk may have its "Old House," "Whalers' Church" and "Home, Sweet Home." But just one strip of countryside approximately twelve miles long and six wide on the North Shore at the western end of Long Island — taking Long Island as consisting, in its more modern conception, of Nassau and Suffolk Counties — contains a veritable chain of ancient structures rich in historical significance.

Starting at the westernmost point, hilly, picturesque Roslyn, the majestic, granite village Clock Tower stands indestructible upon a grassy triangle just off Roslyn Road.

Though only a youngster in the venerable family of tower clocks, the formidable Roslyn timepiece has benevolently given approaching villagers the time of day for more than 60 years.

In stone over the tower's heavy door is inscribed "In loving memory of Ellen E. Ward, A.D. 1895, to whom Roslyn and its people were dear."

The memorial was the gift of the three children of Mrs. Ward, beloved civic worker and wife of Elijah Ward, Navy Admiral Aaron Ward, one of the foremost citizens of Roslyn history, was a nephew of Elijah.

In this modern day, the Clock Tower is in the keeping of the Department of Parks and Beaches of the Township of North Hempstead, and of Edward Matthey of Manhasset, official repairman and regulator.

Following the coastline of Long Island Sound northeastward leads to Oyster Bay, to West Main Street, and on it to Raynham Hall, within whose walls the notorious Major John Andre was unmasked by Sarah

Townsend as a master spy for the British during the Revolutionary War.

The clapboard "saltbox" dwelling was the home of the affluent, influential Townsend family for 200 years, beginning in 1740. Its ownership passed in 1947 from the Oyster Bay Chapter of the Daughters of the American Revolution to the Township of Oyster Bay.

In recent years, the township, assisted by a citizens' advisory board and the Friends of Raynham Hall Committee, has rebuilt and renovated the homestead at a cost of many thousands of dollars.

From 1778 to 1781, during the Revolution, the spacious house was commandeered by the British and the Queen's Rangers billeted there. This was an outrage which owner Samuel Townsend, loyal to America, had to tolerate. For Oyster Bay was in English hands throughout the war; indeed, most of the villagers were pro-British.

A British officer who sometimes stopped at Raynham was Major Andre, who became an admirer of young Sarah Townsend.

On one of his visits, Sarah saw a messenger enter and hide a letter in a dining room cupboard (the

cupboard is still there). Soon after, she saw Major Andre recover the letter, pocket it and hastily retire to his room.

Later, she overheard a secret conference between Andre and Col. Simcoe, Rangers' commander. The words "West Point" were spoken frequently. Sarah quickly dispatched word of this to her brother, Robert, an American spy in New York City.

Her heady action, however, was not enough to prevent the escape of the traitorous American General Benedict Arnold, who had been negotiating with Andre for the betrayal of West Point, Colonial fortress which Arnold commanded. But Andre was captured two days later and hanged for his spying.

Striking out to the east, just beyond Oyster Bay on high ground off Cove Neck Road, Sagamore Hill, home of President Theodore Roosevelt for the 30 richest years of his life, is found pretty much as the revered "Rough Rider" left it.

Sagamore Hill is as it was thanks to a costly restoration undertaken in the early part of this decade by the Roosevelt Memorial Association, which now owns the estate.

The burnt-red house, entrenched on an 83-acre plot, has 26 warm and cheerful rooms. And "house" truly seems the proper term; there



Roslyn Business Section
From watercolor by Cyril A. Lewis

is no look of mansion about the place.

Roosevelt moved into Sagamore in 1886. During his personal occupancy, he was Assistant Secretary of the Navy, led his Rough Riders cavalry regiment in the Spanish-American War, was Governor of New York, Vice President of the U. S., President and active ex-President.

Many a problem old T. R. must have pondered through while seated at the desk in the library, with its elephant's foot inkwell, where the mounted heads of big game animals he bagged look on stoically.

From the wooded grounds on which six children romped happily,

to the dark main hall presided over by the giant head of a water buffalo, the fabulous Trophy Room and the quaint nursery upstairs, this onetime "Summer White House" stands as a memorial to a vigorous statesman and his family.

Eastward again into Suffolk, to the lovely, lush greenery of Cold Spring Harbor and, on Route 25A near Turkey Lane, the village Whaling Museum.

Roughly between 1840 and 1860, nine whaling ships put out from Cold Spring Harbor on 37 voyages to far-off seas and returned, sometimes months, sometimes years later, with tons of then-precious whale oil, sperm oil and whale bone.

The village's Whaling Museum Society has collected as many relics and reminders of the whaling days as it has been able to lay its collective hands on.

Exhibits inside the white concrete museum with peaked, shingled roof begin with a fully-equipped whaleboat from the brig Daisy, which was built at Setauket.

In the boat one finds the slender oars, the notch in the bow in which the harpooner braced his hip and the 2,000 foot coil of rope to be paid out as the whale sped for freedom.

Display cases hold the 1855 log book of the Cold Spring Harbor whaling bark Alice, scale models of other barks, antique blubber

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Raynham Hall, Oyster Bay
From watercolor by Cyril A. Lewis

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M. Louise Forsslund, Novelist

PERHAPS the best way to introduce a reader to the work of a writer is to offer a brief sample of style. In describing a storm that preceded a shipwreck off Fire Island, M. Louise Forsslund wrote in her novel, "The Story of Sarah." . . .

"It was worse than fog. Not once after the return of the crew from Indian Point did the snow lift for a moment; but more thick and heavy it came down, yet seemed not to come down, but to whirl by and around you, never lighting anywhere, yet piling mountains of dry white powder at your feet, layer upon layer of chill white robes upon your garments. The 'runners on the surf' sent out as by night from every station, met, and, unseeing, passed each other; went by the half-way huts within touch of them, and searched and searched without finding them; stumbled past their stations, or stumbled by great good fortune upon them."

The novel is partly a wild romance of love, passion and murder, and partly a (homely) chronicle of the baymen and their families in "Shoreville" (Sayville) and "Vonestredam" (West Sayville) where some of the old folks still have wooden shoes in their closets. It is a long book, too long, some critics have felt and sometimes the dialogue, accurate and salty as it may be, grows tedious. But if you are one who loves the flavor of Long Island you should read and thoroughly enjoy it. Popular in its day, it went through many editions.

Miss Forsslund's second novel, "Ship of Dreams" concerns the doings of the "Fanning" family and much of the story is laid at "Pepperidge Hall", the ancestral homestead on the large tract of land "Granted them by King William and Queen Mary". This has indeed a familiar ring when we remember that one William Smith lately come from Tangier, was granted a large tract by the same King and Queen where he lived in St. George's Manor.

In the East Hampton Free Library there is a letter written in

Charles J. McDermott

Editor's Note

Mr. McDermott is not new to old-time Forum readers. In the early '40s, while running a column "Along Long Island" in some thirty island papers, he wrote a number of articles for the Forum. He obtained his A.B. from Princeton and his A.M. from New York University and has taught English at Brooklyn College.

Mr. McDermott has published five New Jersey weeklies and is at present president of the Madison (N. J.) Printing Co. and co-publisher of the Huntington Long-Islander.

Miss Forsslund's generous flowing handwriting to Mr. Orville B. Ackerly, onetime Suffolk County Clerk and collector of Long Island material. The letter, dated July 3, 1901 gloats delightedly, that "Sarah is in the 10,000th." and the author wrote that "I expect to lay the scene of my novel ('Ship of Dreams') around Brookhaven." She also asks Mr. Ackerly if he knows "anything of the fight between the Smith heirs and Brookhaven Town over the bottom of the bay?" "Ship of Dreams" was published by Harper Brothers in 1902. Perhaps the "Fannings" are not the Smith's. Evidently Miss Forsslund went to no pains to deny the fact as did Grant Overton, novelist and

critic of Patchogue when in a short introduction to his novel, "The One Thousand and First Night" he wrote a brief synopsis of the career of "Tangier" Smith and added; "That is history; but 'The One Thousand and First Night' is fiction."

Louise Forsslund's third novel, "Old Lady Number 31", is a far gentler and completely sentimental story of strange doings in an old ladies' home and a brief foray to a life saving station on "The Beach". The characters are folksy and delightful. A brief short, it was dramatized and enjoyed a run on the stage. Perhaps the sophisticated reader of today may not find it to his taste in these days of hard-boiled fiction but it has much merit. "Old Lady Number 31" was her last novel for Louise Forsslund, or Louise Foster as she was known to her neighbors, died in May, 1910. During the decade preceding her death she had written short stories for periodicals, notably "The Century Magazine."

The author's friends, and she had many, loved her dearly. She was "very pretty" an admirer wrote and possessed a "compassionate nature" which latter attribute is proven throughout her writings. She went to great pains to see that a former schoolmate of hers in Sayville.

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Old Edwards Homestead, Home of Sayville Historical Society

Old Time Life Savers

The names of many Long Islanders were on the roster of the old time U. S. life saving stations. Without a doubt numerous old family picture albums contain photos of these stations and of the men who served them.

The U. S. Life Saving Service was created by a series of enactments dating back to 1848 with a view to the preservation of life and property from shipwreck on the coast. During 1871 a definite life saving system was inaugurated and administered in conjunction with the Revenue Cutter Service. In 1878, however, Congress established the service as a separate organization, to serve along the coast while the Revenue Cutter service was to render similar assistance at sea.

Back about 1880 the Third District of the Life Saving Service covered the Rhode Island and Long Island stations. Those on the island at that time, from east to west, with their official numbers were:

Montauk 6, Ditch Plain 7, Hither Plain 8, Napeague 9, Amaganset 10, Georgica 11, Bridgehampton 12, Southampton 13, Shinnecock 14, Tiana 15, Quogue 16, Westhampton

L. I. FORUM INDEX

The Queens Borough Public Library sells a complete index of the Long Island Forum for the years 1938-1947 inclusive, at \$1 postpaid. Also for the years 1948-1952 inclusive, at 50 cents postpaid. They may be obtained by writing to the Long Island Collection, Queens Borough Public Library, 89-14 Parsons Boulevard, Jamaica 32, New York.

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Bellport 21, Blue Point 22, Lone Hill 23, Point O' Woods 24, Fire Island 25, Oak Island 26 and 27, Jones Beach 28 and 29, Short Beach 30, Long Beach 32 and 33, Hog Island 34, Rockaway Beach 35 and 36, Coney Island 37. Eaton's Neck on the Sound near Northport was 38.

Around 1890 the stations went by names rather than numbers. At that time or thereabouts Bridgehampton became Mecox, Westhampton was Potunk, Oak Island's west station became Gilgo, Jones Beach's west station became Zach's Inlet, Rockaway Beach's east station was named Rockaway and its west station Rockaway Point.

A government telephone system connected all stations from Montauk to Rockaway Point. In 1898 during the Spanish-American War most of the stations were commissioned as Coast Signal Stations, their crews being detailed to watch for enemy vessels. In the early 1900s this became the Fourth District, with headquarters at Bay Shore. Each station was manned by a keeper and seven surfmen, the keeper serving the full year but the crew being laid off for June, July and August.

In the year 1915 Congress combined the Life Saving and Revenue Cutter services as the U. S. Coast Guard to operate as part of the Navy during times of war and at the call of the President.

Many of the old time stations on Long Island have now been discontinued.

Lou Pearsall, Oceanside

Pamphlets by the Forum

The Forum has a limited number of the following pamphlets, for sale at \$1 postpaid:

The Talented Mount Brothers, by Jacqueline Overton.

Long Island's First Italian, 1639, by Judge Berne A. Pyrke.

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More About "Uncle Valentine"

THE story of "Uncle" Valentine in the September Forum should contain further facts unearthed in recent study.

Valentine Smith's name is on the muster roll of a company of the 2nd Regiment of Militia with Thomas Onderdonk Floyd-Jones as captain. This group was formed of men along the south shore of Long Island between Freeport and Amityville for service in the War of 1812. I believe this Muster Roll is the property of the Massapequa Public Library.

Through Valentine Smith's activities and associations in this company of militia he learned about the big city to the west, for the next thing we knew of him he had gone into partnership with Stephen Wood of Woodsburg (now Woodmere) and bought a building on Fulton Street, Brooklyn, near the East River.

The partners seemed to have had a contract to care for militia horses which they did in the barn and rear buildings of the Brooklyn property. They converted the front building into a hotel and the sign above the door read "Smith and Wood's". Smith apparently soon bought out Wood and the sign changed to "American House".

When Valentine died, the executor of the estate was the second Valentine, the Valentine Smith of Freeport and Roosevelt, and called "Uncle Tiny" by the family. He made one of the best business deals we know anything about in the family.

In 1870 work started on the Brooklyn Bridge. It was common knowledge that the approach to the bridge would be many blocks inland from the cluster of business houses and hotels near the river. The Brooklyn Eagle owned the building next to the American House and published the paper there. The bridge would swing almost over top of these properties and they would become dock properties far removed from the new business section of Brooklyn. In the face of that prospect "Uncle Tiny" sold the hotel property to

Julian Denton Smith

the Brooklyn Eagle.

The Eagle cleared the property and erected a new building joined to its own. It was an expensive and valuable operation. A few years later the Brooklyn Bridge opened and people refused to walk all the way down underneath it to do business. In order to actually save itself the Eagle was forced to come up into the new business community at the approach to the bridge. The Eagle then bought the ground and erected the building which we have known ever

since as the Eagle Building in Brooklyn.

A Mighty Big Willow

David Manley, in a letter to The Long-Islander of Huntington, reports what is probably Long Island's largest willow tree, located just south of the Centerport Yacht Club, at the foot of Beach Plum lane, in Centerport.

The circumference of the trunk is given as 17 feet. It is not, we understand, listed in George H. Peters' excellent pamphlet, *The Trees of Long Island*.

G. B., Bayside



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Oyster Rush of 1902

No doubt many Forum readers will remember the fall and winter of 1902 when a natural bed of oysters was accidentally discovered off Peconic, in Long Island Sound near Goldsmith Inlet.

As I remember it, the bed was approximately two miles in length, by one quarter of a mile in width, close to the beach, in about one fathom of water, running offshore to a greater depth.

The discovery of this fine bed of oysters created almost as much excitement in the township of Southold as did the discovery of gold in the Klondike.

Irving Tuthill and I took off from East Marion for the happy hunting grounds early on a crisp morning, with a small sharpie and two scallop dredges, loaded on a small one-horse farm-wagon.

This stretch of the Peconic beach was ordinarily deserted, especially so in the fall and winter season.

As we drove on the beach we saw a most unusual sight. Horse drawn wagons of all descriptions lined the shore; sloops, small sailboats, at least a hundred rowboats. Each boat carried two or three men, one man at the oars, while one attended to the dredge, hauling it in by hand after it had been dragged slowly over the oyster bed by the boat.

We caught seven bushels of the finest oysters in two hours time. They were medium in size, and tasted like the Cape Cod variety.

Just how this oyster bed came into existence was a mystery. Many explanations were given by the fishermen. The best one, and accepted by most oystermen, was as follows:

Some oyster sloop lost her deck load of seed during a storm. Perhaps it became necessary to shovel the seed over the side to save the vessel from disaster on a lee shore.

The yankees from Connecticut soon heard of this oyster bed and tried to "horn in", but the Long Island boys drove them off.

The natives of Long Island from Orient Point to Riverhead enjoyed fried oysters and tasty oyster stews for several weeks. My share was three and one-half bushels (as was the custom in the good old days) and some of them found their way to the dinner tables of our near neighbors.

It is hard to beat the Long Island oyster and the Peconic Bay scallop. None better.

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Undertow and Sea Puss

I always enjoy reading articles by J. D. Smith on subjects of natural history. They are usually pleasant reading and contain a wealth of noteworthy field observations often overlooked by the average outdoorsman. His recent story on the Sea Puss was especially interesting; however, several explanations appear inadequate.

The backwash of waves on a rolling beach tends to form a seaward flow of water (undertow) at low places in the rolls, but recent investigations indicate that such a flow dies rather quickly and does not pass seaward beyond the breaker zone. Thus, a swimmer caught in a return flow may lose his footing but he is not taken out to sea. Beyond the breakers a swimmer is necessarily affected only by surface currents.

Offshore surface currents commonly develop because excess water is piled against the shoreline by wind and waves. The Sea Puss is a mechanism whereby extra water is carried back out to sea. It can be expected where the waves are low and weak, or in the case of a shallow bar paralleling the shore, it may follow a channel thru the bar. The strength and size of the current depends on the height of the waves and thus on the amount of water which must be carried offshore. A very large Sea Puss may be as much as 100 feet across if the waves are exceptionally large.

A Sea Puss may change its location up and down the beach, grow and dissipate, depending on slight changes in the period, direction and height of the waves. If the height of the incoming waves is variable, the flow of the Puss may be somewhat intermittent. After the arrival of a group of high waves the sea level rises slightly along the shore, but there is a time lag before the Puss gets under way. Therefore, the Puss is often flowing most strongly when the incoming waves are relatively low. Then the current may weaken until more high waves come in and the current then builds up again.

The case of compounded water behind a beach ridge deserves further treatment in a scientific bulletin. Oil companies spend millions attempting to interpret various features of this kind in sands of ancient barrier beaches like Fire Island and Jones Beach.

Maynard M. Nichols La Jolla, Cal.

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Tasty Pudding of Fact and Fancy

IN fancy, I was stirring up the ingredients of a boiled pudding, and as the different ingredients come to the top, I will link them with some bit of history. Flour first — powder smoke — the Battle of Setauket Green. When Colonel Hewlett (said to be the only man on whose head Washington put a price) had turned Setauket Presbyterian Church (just a meeting-house according to him)

Kate W. Strong

into a fort with cannons at the upper windows, and stabled his horses below, the people of Setauket could do nothing.

However, from across the Sound came Colonel Parsons with his fleet of whaleboats and a sloop to carry his cannon, and attacked the fort. Colonel Parsons' men were winning when they heard rein-

forcements were coming, and slipped away, taking with them some horses and forage, both important items for the British army.

It has been rather the custom lately to laugh and say the battle was nothing but a skirmish. Mr. Raymond Fllis has recently found for me an item in the Clinton papers which shows the British in New York did not view this engagement so lightly. I quote: "Though I was certainly under no apprehension for the safety of New York Island unless the enemy should be in very great force near me, the rebels might, notwithstanding, have done me irreparable injury by possessing themselves of Long Island. And the provincials on the latter being barely sufficient

Continued on page 195



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Continued from page 186

gaffs, cutting spades for slicing blubber, ships' rosters, harpoons, lances and whaling shoes.

The birthplace of the world-famous poet Walt Whitman lies at the end of a final short jaunt toward the east. The two-story, brown-shingle dwelling is encountered on Walt Whitman Road at Huntington, cared for by the Walt Whitman Birthplace Association.

Whitman's family remained in Huntington only four years following the poet's birth in 1819 before moving to Brooklyn. But the bearded bard loved the Huntington hills and is known to have visited his native village several times before his death in 1892.

Whitman's specific birthplace was the "birthing room," a back bedroom on the ground floor. The principal chamber of the house is the airy living room, a brick fireplace its focal point.

The old wide floorboards on the lower floor of the first home of the author of "Leaves of Grass" are gone from view, covered over

of necessity during a restoration in 1954. But the original broad boards still are in service upstairs.

All of these proud rivals of the East End's historic attractions are open to the public at stated times.

How about the proposed Long Island Clamdiggers? Herschel D. Worth, Hialeah, Florida (native Patchogue).

If that fine author Douglas Tuomey keeps on telling us Forum readers about the buried treasure on Fire Island Beach, the price of shovels is sure to go up. Orville G. Price, Summerite.

William E. Woodruff, born on his father's farm near Brook Haven December 24, 1795, founded The Arkansas Gazette November 20, 1819.



Sagamore Hill, T. R.'s Home at Oyster Bay

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Continued From Page 184

"yol" or "yolly boat", and finally, "yaw!"

As the years went by, the bills of the Indiana changed from the hard parchment-like paper to the cheaper blue paper common in the 1840's and '50's; it is on such a fragment that we find the fate of the Indiana:

"Sloop Indiana for Sale will be sold at Pervair Sale Sloop Indiana; the sloop is fit for business with nothing more than yearly fixing for spring business; her sails has been on her two seasons and are now good for about a year and a half more; part of said Sloop was Struck by Lightning which damaged her Mast and boom which was both ript . . . Her Bottom is sound and good and by best judges her Timber are all Sound, her Rigging nearly new, but it is not Likely that any person would Buy Unless They examined for themselves. I offer her For Sale on no other Cause than for want of a Suitable Man for to Sail her. —Manor St. George, South Haven"

Continued from Page 187

Anne Green, was given the commission to design the front cover of "Sarah." In 1906 she married another writer, Charles C. Wad-dell and though their love was deep, tragedy came as three children died in infancy. After the birth of a fourth, Louise Foster herself became ill and her death followed at a hospital in Brentwood.

She was born March 13, 1873 and was educated in the Sayville public schools and the Packer Collegiate Institute of Brooklyn. Her father, Andrew D. Foster, was a native of Sweden and at one time went to the gold fields of California where he met and associated with a "young newspaper feller named Clemens." Though Andrew's

daughter, Louise never attained the great eminence of Mark Twain she was an important fictional chronicler of her part of America; Long Island; the Bay and the Beach. Her love for her homeland is attested in another letter to Mr. Ackerly when she wrote; "I cannot know too much about my native Island now that I feel it truly belongs to me."

About Forum Authors

Roy E. Lott, Huntington Town Historian, is very active in that capacity.

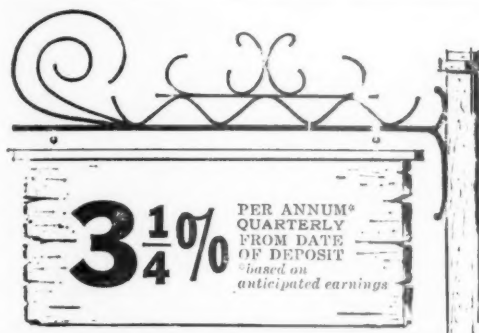
Miss Kate W. Strong,, who

specializes in the history of Setauket and neighboring communities, has authored scores of "true tales" for the Forum.

Julian Denton Smith,, for many years secretary and treasurer of the Nassau County Historical Society, is a recognized authority on the natural history of the island's barrier beaches.

Douglas Tuomey, whose hobby is the folklore of Fire Island and neighboring beaches, is one of the staff of the national magazine Living.

John Tooker, a retired railroad, has made Long Island history his avocation for many years.



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Continued from page 192

for garrisoning Setauket, to prevent their landing there."

He also said that if the Rebels had won at Setauket many more would have been encouraged to join them and there might have been danger of losing Long Island.

Milk next — peace — though flecked through in places with bits of black molasses . . . the throes of birth of a new country coming to itself. One part shows the solid white of peace . . . the gradual freeing of local slaves . . . even on this the town of Brookhaven laid a cautionary hand. The Town had no liking for the expense of caring for paupers, having once given away part of the village of Wading River to a neighboring

town for the care of one pauper for the whole of his life. So now they made a law that no slave could be released under the age of 12 or over 50.

Now the black spreads . . . the terrible depression of 1837 . . . banks failing and small businesses going to pieces, as my uncle wrote

Continued next page

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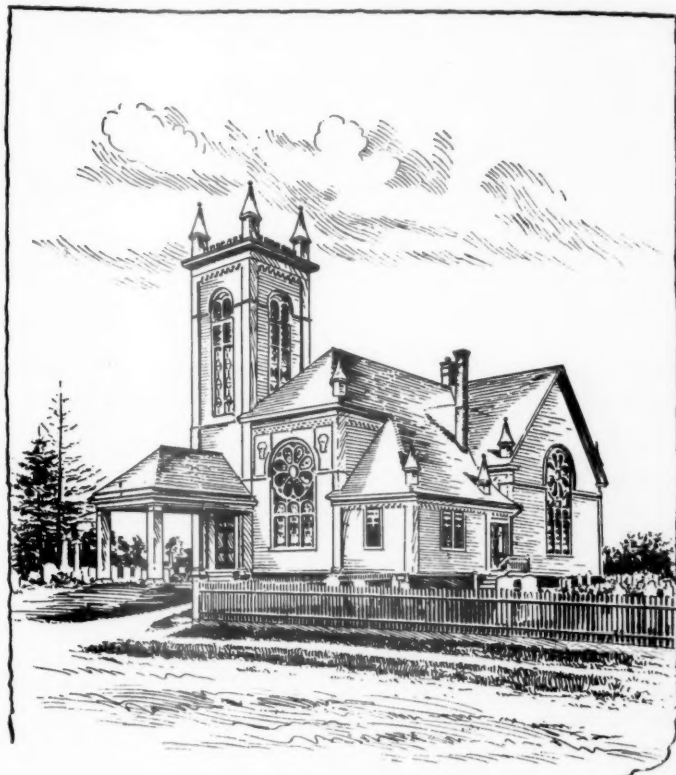
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Monumental Work



THE THIRD CHURCH

Old Sand Hole Church

Old Sand Hole Church

I am interested in a photo of the old Sand Hole Church (Lynbrook). Could some Forum reader

tell me where I might see a picture of the church? Mrs. Howard M. Van Cleaf, 388 Hempstead Ave., Rockville Centre.

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Continued from page 195

my great-grandfather from New York, it seemed as though the country would never recover. It came in Van Buren's presidency, but people blamed Jackson because of putting federal funds in State Banks instead of the United States Bank.

Someone with a grim sense of humor brought out what was known as the Jackson cent — a coin the size of the big copper cent of those days, which on one side bore the picture of a turtle with a bank on his back, with the legend: "Success to Financiering." On the reverse side was a donkey at a full run with the words: "I follow in the steps of my illustrious predecessors."

However, in time the black disappears and little flecks of suet come to the top . . . Congressmen busy on a weighty question: Should or should not the great state of Texas be annexed to the United States? Some said if you swapped letters, you would have 'taxes' instead of 'Texas'.

My grandfather, the Honorable Selah B. Strong, probably knew more about Texas and its resources than a good many other members of Congress. His nephew had fought in the Mexican War and I understand the governor was a friend of his. He was on a committee to draw up a possible plan for the annexation. The plan they drew up, which was adopted, was that Texas should retain her own lands and pay her own debts. Texas was annexed July 4, 1845. She got in by one vote.

Now I throw a handful of raisins and citron . . . prepared in the old, laborious way . . . citron sliced with difficulty from a hard half melon, and raisins seeded by hand

—a pesky, sticky job. No more did the old fashioned housewife visualize the prepared fruits of to-day than the imaginative writers dreamed that their fantasies of yesterday would be the realities of to-day.

Edward Everett Hale's brick moon, thrown into the sky by two great water-powered fly-wheels, went into orbit around the earth in imagination, as easily as the sputniks and explorers do to-day in reality. Jules Verne's "Around the World in 80 Days" is surpassed by the great planes which fly from the airfields of Long Island to-day.

And now I add the one thing needed to pull all the ingredients together to rise into a perfect whole . . . a big pinch of soda. The United States also has its pinch of soda, which, if believed in and lived up to, would draw the people of the nation together as one, would still our anxieties, and enable us to be better help to nations beyond our borders. It is the motto engraved on our coins by order of Congress: "In God We Trust."

John Cleves Symmes

As usual after reading an issue of the Forum we always have a discussion of the various articles contained in it. As my husband,

LeRoy G. Edwards, is a native Long Islander many of these stories bring back memories. But on the last page of the August issue there is just a short biography of John Cleves Symmes (native of Riverhead).

I would like to hear more about him for ever since I was a child I can remember my father William F. Howell talking to his brother James about this man named Symmes. My uncle also studied law and at the time of his death in 1916 was a Vice Chancellor in the State of New Jersey.

The great-grandparents of these Howell brothers drove from Orange County, N. Y. out to Ohio in a covered wagon with their nine children. The father was killed or drowned and his wife returned to New York with the nine children.

Maybe you might suggest where I could find more about John Cleves Symmes.

Julia Howell Edwards, East Marion
(Note: Perhaps some Forum reader would supply Mrs. Edwards with this additional information. Editor.)

Whelks and Moon Snails by Julian Denton Smith in the May Forum contained some very fine information for amateur beachcombers, of which I have long been one. Joshua B. Bland, Rockaway.

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Channing Pollack at Shoreham

In the August Forum there was an article "Oystershell Road Dressing". Well do I remember those days. Shell was placed on the roads four to five inches deep; if the road was well traveled, they would use a steam roller to crush the shells. Otherwise they let nature and time do the work. Can you just see driving a horse over that loose shell for four or five miles? The dust was terrific. After a ride you looked as if you had visited a flour mill. Which recalls the following:

How many oldtimers remember the old "Warping Rock" that lies off Shoreham in deep water, to the east of Port Jefferson harbor. For years there was a large ring bolt atop of the rock to which vessels carting cordwood would tie up. At low tide the wagons loaded with wood could be driven up to a vessel's side, with horses knee-deep in water, so the wood could be handed from wagon to vessel.

Around the turn of the century Shoreham began building beautiful homes. Among them was the home of Channing Pollack, overlooking the Sound. This noted playwright entertained a great deal and among the main courses were oysters as fat as butter and as large as your hand.

Some guests tried to find out where he obtained them, but without success. It was only by luck that I found out. He would wait till near low tide, then row out to Warping Rock, tie his boat and dive into some ten feet of water. There fastened to the rock, near the bottom, were his oysters.

As I never learned to swim I couldn't get the oysters for myself and as Channing Pollack has gone these many years, to greener fields I hope, there is no need to keep the secret any longer.

John W. Baker, Huntington

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There are ways and means of predicting fashion futures without a crystal ball. Know-how in this phase of fashion has been demonstrated by many students at Traphagen School of Fashion. Pictured here are three successful forecasts of fall trends designed last spring, just as it is done by professional designers.

At left is a gently fitted short skirted evening sheath of jade peau de soie with wrap to match in curving silhouette. The wool costume at right consists of a dress, Empire styled in muted green heather tweed, with a high yoked coat of brown cashmere and wool. In the inset, a flying panel adds grace to a silk cocktail sheath with Empire bosom lines. The young student who designed these is David Pequegnat, who will return to school to complete his course this fall. Models are his classmates Beverly Pollock (left) and Louise Manecchia.

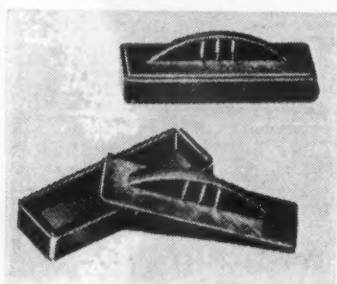
There will be fresh design inspiration to greet the students when the term opens in October at Traphagen — an exhibit of hundreds of dolls. There are fashion dolls, historic dolls, peasant dolls, old dolls of the 17th, 18th and 19th centuries in costumes of their periods; even a pair of exceptionally rare pre-Columbian dolls from Peru



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(c. 1100-1300 A.D.), and all are from the Traphagen Museum Collection. Many of them have been used as source inspiration for present styles. This exhibition of dolls, dear also to the hearts of collectors as well as designers and to everyone who was once a child — who was not? — will be open to visitors free of charge throughout the month of October. The show is in the galleries of Traphagen School of Fashion at 1680 Broadway (52nd St.), New York.

Gull Island's Past

Great Gull Island, lying a few miles to the northeast of Orient Point, now owned by the American Museum of Natural History, has repeatedly figured in island history. Like Little Gull Island, a half-mile to the northeast, it marks a stretch of treacherous water that for many years was infested by smugglers, whaleboat guerrillas, privateers and enemy foraging parties.

Like Plum Island, the two Gulls lie to the east of Plum Gut whose contending currents often thresh the tides into a boiling cauldron. From time immemorial vessels have come to grief on and around these several islands. In April 1909 the

schooner Eva Lewis, owned by the Sea Coast Oyster Company of which Jacob Ockers and the Westerbeke brothers, pioneer oystermen of West Sayville, were chief stockholders, was wrecked at Great Gull. She was carrying out of Greenport a cargo of seed oysters which were inadvertently planted where the ship was destroyed. Thus these waters were stocked with choice shellfish which, tradition has it, reproduced and have been harvested from time to time.

Great Gull consists of 17 acres of rocky terrain rising some 15 feet and more above sea-level. Little Gull, only a quarter of an acre in extent, has been the site for almost a century and a half (since 1809 in fact) of a government lighthouse. The original tower was 61 feet high but the present structure, erected in 1869, rises 91 feet, up which a spiral staircase of 96 steps leads to the small lantern room.

While a professor at Wesleyan College in Connecticut, future President Woodrow Wilson and family spent the summer of 1899 at the Sidney Topping boarding-house in Sagaponack, Southampton town.



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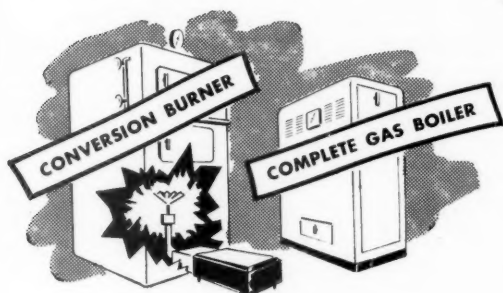
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BEST OF ALL, you pay NOT ONE PENNY until 1959! See your Certified Plumber Dealer soon. Ask him about the Deferred Payment Plan offered through many well-known Long Island Banks.

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Sea Cliff's 75th

"Sea Cliff Diamond Jubilee, 1883-1958" is the title of an informative, attractive brochure issued by Mayor Richard A. Blauvelt and Trustees Thomas J. Irving, Herbert W. Morrison, Edwin T. Bolitho and Ralph B. Neuberger in observance of the 75th anniversary of the village's incorporation. Profusely illustrated with pictures of historic landmarks and modern structures,

scenes and groups, it also contains a complete history of the area from the earliest times.

Sea Cliff was included in the "Muskeeto Cofe Patent" issued to Joseph Carpenter in 1668 for what is now the City of Glen Cove and adjacent territory. Sea Cliff became and remained for many years a prosperous farming country. In 1871 it became the site of a Methodist Camp Meeting from which the modern community took root, leading to incorporation in 1883. During the Gay Nineties it was one of the island's leading resorts offering daily steamboat service for New Yorkers and other summer visitors.

Charles E. Ransom, chairman, and his committee are to be congratulated on a task well performed.

Patchogue Reminiscences

I wonder how many readers of the Forum remember Lance Still's stage that used to carry passengers between the old Mascot dock at the foot of Ocean avenue and Ginocchio's Corner on Montauk highway, Patchogue, back before automobile days. The mile ride cost only a dime, with children half-fare.

That was when the old Smithport and the Ocean Avenue Hotels, with their long open porches, faced each other overlooking the bay at the foot of Ocean avenue. The Mascot Hotel stood in between them, out over the water, built on piles, with an all-around open deck.

Sanford Weeks was proprietor of the Ocean Avenue Hotel, later run by the Hedges family including Dayton, a son who later made a fortune in Cuba. Room and board was \$1.25 per day at most hotels thereabouts.

Then there was Water Island, across the bay from Patchogue, of which I wrote in a previous letter. The ferry dock there was built like

a Y so it could be used by both the two big hotels, the only buildings there. They stood far apart with an elevated boardwalk connecting them over a deep gully of sand, marsh grass and water.

Incidentally, the old Patchogue High School on Ocean avenue has been gone these many years, but part of it stands on Academy street as the Knights of Columbus Hall.

Louise Budd Edwards, Sag Harbor

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